

A FATHER'S LOVE: IN HONOR OF BRETT FAVRE "4" AT THE RETIRING OF HIS NUMBER AT LAMBEAU FIELD

HON. REID J. RIBBLE

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

Monday, December 7, 2015

Mr. RIBBLE. Mr. Speaker, I rise today in honor of Brett Favre, who was inducted into the Hall of Fame this past summer, and the halftime ceremony which took place on Thanksgiving retiring his number "4" at Lambeau Field. I submit this poem penned in his honor by Albert Carey Caswell.

A FATHER'S LOVE

(By Albert Carey Caswell)

The heart of a champion,
and from where does it all so come
And how is one so born into this among
And where does such a splendid gift originate
from
And how may we pass on these gifts of love,
to our sons
For its only through our love and time,
and life lessons find, what we have won
For our days on this earth,
are the shortest of all ones
So cherish each moment with your sons
For its all about what we leave behind,
when all is said and done
So who will we touch before our last suns
To raise a son and instill in him all his of
hopes and dreams,
and values to come
To bestow upon him all your gifts of love,
to help him rise above
One of our Lord's most precious gifts,
is to raise a child of love
No greater blessing on the wings of a dove
Because a child is the brightest of all lights.
Passing onto him all our wisdom and love.
Watching him grow up into a fine man,
is the culmination of all our dreams begun
There was once a little boy sitting on his fa-
ther's knee,
as his dad spoke to him about his future
dreams,
and what he could be.
"listen my son, you are the one, believe"
"And little man, you will go Favre
and football is in your blood and she'll give
you all you need!"
And from that first day as was completed,
such a warm bond in hearts to succeed it
A catch with dad, a fine Father and Son,
as such a love story grew on fields of green
Like Father like Son into this winning team
As a father and a coach passed onto him his
creed
Showing him what he would need
And what it was to be a man,
hitting pay dirt in The Game of Life . . . TD
A pat on the back, extending a warm hand,
and respect to demand,
to lead his heart towards his future dreams
And throughout the years,
those bumps and bruises here
Nights at home with broken bones,
and contusions as a love story grew so dear.
Pop Warner, High School ball,
and then a College comes to call,
and soon the big leagues Brett's name would
fear
To be a Pro, at the Top, To Be The Best,
as Brett's leadership they could not contest
As the cream of the crop,
is an almost impossible quest,
to be in The Hall of Fame one day as one of
The Very Best
In football,

the very heart of any team is but The Quar-
terback

The point from which,
all leadership on fields of green attacks
Where the toughest of the tough react
With only micro seconds to counteract,
on coming mammoths of size and speed
As all around you 300lb men come crashing
in,
trying to make you bleed
And throughout the years,
many great names have here played on fields
of green
Like Johnny Its U, The Young Man too, The
Montana Man,
In the Namath of Football whose legend
grew, that Shaw of Football
Terry too, and Peyton's Place, Marino, Cap-
tain Comeback Stauback,
a Cool Brees, Brady, Rocket Rogers a list of
greats he, and Bart a Star of
the who's who
And now its Brave Brett,
that gunslinger with the quad threat history
pursued
And when we close the
door on number "4"
in The Hall of Fame him we will view
A "4" threat man who can beat you with his
feet,
his arm, his head, and his heart too.
Because on fields of green,
Brett is one of greatest warriors seen
SMASHING ALL KNOWN RECORDS AS HE
DEEMED
A gunslinger who could hit any target,
dislocating receivers fingers on his team
And it did not happen by luck or by cir-
cumstance,
but because of a Father's Love which gave
him the chance
Who helped him shape his future dreams,
as reflections of him in Brett are seen
Because of this great love which convened.
Which helped him weather the storms of life,
when days turned mean.
As he grew up strong and tall,
to compete on those fields of green
For Football is such a splendid game,
where her life lessons with us remain
Where a Father and Son's reflections,
into future generation can be seen
The year was 2003,
as across our country a great love story was
about to convene
As the power of a Father and Son's love,
our Nation was about to glean
As Brett went deep on the TV screen
Just like the Gipper of old,
a new love story was about to unfold
As a Nation for his son so grieved
To win one for DAD on fields of green
With tears in eyes, Brett showed us all why,
in life what the most so really means
As we saw what his Dad had given him,
so deep down inside that which gleams
Solid Gold,
molding one of the greatest of all time so.
Bringing tears to eyes
In life, no greater victory can be achieved.
Then the love of a parent and child believe
From end to end,
no greater drive could be conceived
Sadly though, some children will never know
such a friend so very deep
To arm a child,
with their love all the while to compete.
To realize his dreams to seek
Up in heaven this day
Brett your Dad is working out a long term
contract with Vince and our Lord for when
you come up to play
Where, you can walk with your Best Friend
and talk football and go fishing once again.
For Heaven my friends,
is the real Super Bowl for all us to contend.
And there can be no greater gift,

then all of this in a child's heart to help him
rise above

And that's why In The Game of Life,
Brett always went deep armed with his Fa-
ther's Love.

CONFERENCE REPORT ON H.R. 22,
SURFACE TRANSPORTATION RE-
AUTHORIZATION AND REFORM
ACT OF 2015

SPEECH OF

HON. LUCILLE ROYBAL-ALLARD

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, December 3, 2015

Ms. ROYBAL-ALLARD. Mr. Speaker, I rise in support of the Conference Report on H.R. 22, The Fixing America's Surface Transportation Act. This agreement is long overdue, as communities across the country have been clamoring for a long-term funding bill that provides certainty to infrastructure projects across the country, rather than trying to pay for these projects with flat-line funding and short-term extensions.

This legislative measure provides \$281 billion in guaranteed funding for highway, transit, and transportation safety programs for five years. This funding will keep these programs solvent for the entire five-year period. In addition, the agreement provides \$24 billion from the General Fund, including \$11.5 billion to be used for transit New Starts projects and \$10.4 billion for Amtrak and intercity passenger rail grants. Thanks to this measure, California will receive \$19.4 billion in highway funding and \$6.8 billion in transit funding over the five-year period.

I am also proud to support the four-year re-authorization of the Export-Import Bank included in this conference report. This bank supports millions of dollars in exports by 40th District businesses, and helps level the playing field for American businesses to better compete in today's ever-growing, interconnected economy. I applaud the bipartisan effort which was so critical to including the bank's reauthorizations in this agreement, and I look forward to witnessing the bank's further success and its continued support for American businesses.

However, this package is not perfect. The reality is our country needs an even more robust investment in infrastructure than what is provided through this measure. I also have concerns about the funding provisions in this bill. For example, it indexes Customs User Fees to inflation and uses them to offset the cost of the bill at a time when these fees are needed for expenses related to staffing at our borders.

Nevertheless, I hope that the funding stability this agreement provides will allow us to look ahead to the long-term solvency of the highway and transit programs. Congress should utilize the five-year authorization period to develop a reliable and reasonable funding mechanism to pay for future reauthorizations that eliminates the need for multiple short-term extensions. I believe this bipartisan legislation is a step in the right direction, and I urge all members to support this agreement.

CONFERENCE REPORT ON H.R. 22,
SURFACE TRANSPORTATION RE-AUTHORIZATION AND REFORM ACT OF 2015

SPEECH OF

HON. JOHN C. CARNEY, JR.

OF DELAWARE

IN THE HOUSE OF REPRESENTATIVES

Thursday, December 3, 2015

Mr. CARNEY. Mr. Speaker, I submit this statement regarding House passage of Fixing America's Surface Transportation (FAST) Act. With many reservations and a sense of frustration, I will vote for this bill. I believe in the bill's core goals—investing in our infrastructure and providing stability to our transportation system. The legislation raises funding levels to meet the needs of our crumbling roads and bridges and avoids the short-term patches that have plagued the bill for years. I'm also glad it's the result of a bipartisan effort, and supports infrastructure projects and programs like the High Density Transit Program and the Export-Import Bank.

That said, once again, Congress missed an opportunity. We had the chance to responsibly and sustainably fund our transportation system with real revenue sources. Instead, we cobbled together one-time funding sources that will put us right back where we are today when the bill expires: in the midst of a funding shortfall and a crisis. I had long advocated for funding our transportation bill by collecting taxes on corporate profits trapped overseas. This would be a step towards fixing our broken tax system and would discourage American companies from moving overseas. Doing so also would have provided a significant source of funding for the bill, and created the momentum to reform our international tax code. Instead, our tax code is still broken, and we no longer have the leverage of a must-pass transportation bill to fix it.

Passage of this bill means we're better off than we were before. States and local transportation agencies have the certainty they need to map out the infrastructure improvement projects our nation sorely needs. And our public transit system will be strengthened. I remain committed to finding a more responsible way to fund these programs and to fixing our tax system.

CONFERENCE REPORT ON H.R. 22,
SURFACE TRANSPORTATION RE-AUTHORIZATION AND REFORM ACT OF 2015

SPEECH OF

HON. EARL BLUMENAUER

OF OREGON

IN THE HOUSE OF REPRESENTATIVES

Thursday, December 3, 2015

Mr. BLUMENAUER. Mr. Speaker, the passage of H.R. 22, Fixing America's Surface Transportation Act, is a significant accomplishment. It ends the embarrassing string of 37 short-term extensions. It provides five years of certainty with modest, but important, increased spending levels. There are provisions that deal with safety, innovation, and integrating passenger rail into overall surface transportation, among many other notable items.

I am pleased that a number of provisions that I have authored and championed have

found their way into the final version of this legislation. One of the unheralded provisions potentially has the most significant, far-reaching consequences—the expansion of work on an alternative user-fee to replace the gas tax. This reflects legislation I have introduced that builds upon the Oregon pilot project on road user charges. There is also a specific title dealing with innovation. The next five years will see unparalleled changes in transportation practices and technology that can have a transformational effect on our way of life, and this bill embraces this.

Unfortunately, Congress continues to refuse to address a Highway Trust Fund that is inadequate and losing purchasing power by the month. Refusing to increase the gas tax for 22 years or to have any other source of revenue has complicated passage of a long-term bill. Instead, the collection of budget gimmicks paying for the legislation are, in many cases, questionable. For example, using private bill collectors to hound low-income taxpayers who run into financial difficulty is a money loser, as well as ineffective and unpopular. This is one of many ways the bill is paid for, basically to disguise the use of the Treasury's general fund instead of the traditional user fee model.

I am hopeful that we can use the next five years to build upon the positive framework of the legislation and for Congress to accept the overwhelming consensus of the people who build, maintain, and use our surface transportation system. They want to increase user fees to adequately fund transportation, and so should we as well.

I will vote for this bill because the positive policy features are compelling and because it gives us an opportunity to use this five-year period of stability to get it right. I will spare no effort to do so, and I hope I'm joined by my colleagues so that the next reauthorization truly enables us to rebuild and renew America, put millions of Americans to work at family wage jobs, and strengthen communities from coast to coast.

CEDAR CLIFF UNITED METHODIST CHURCH

HON. BILL PASCRELL, JR.

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Monday, December 7, 2015

Mr. PASCRELL. Mr. Speaker, I would like to call to your attention the achievements of an outstanding faith community, the Cedar Cliff United Methodist Church (UMC), which celebrated their ministry's 125th Anniversary of successful service to the community of Haledon on Sunday, December 6, 2015.

Since December 7, 1890, when it first opened its doors, the church has stood in its current location, serving as a house of worship in the town of Haledon, on 18 Zabriskie Street. The church has its own unique piece of history, through their bell which was donated by U.S. Vice President Barret A. Hobart. Many members of the church have also served in the military since World War I.

Cedar Cliff UMC is located in a neighborhood that is ethnically diverse and constantly changing. It has one traditional Sunday morning worship service. Current ministries within the church include the prayer shawl ministry, Bible study, Monday night yoga classes, a

food pantry and joint fellowship events with a partner church that shares its facilities. The church has also been home to many Boys & Girls Scout troops throughout the years.

The church has been a place where many babies have been baptized, a place where couples get married, and also a place where family members have laid their loved ones to rest in their sanctuary. But most importantly, many lives have been changed by the people that have called Cedar Cliff UMC home since 1890. The ministry has been a major part of the Haledon community and continues to serve all. The Church members and organizers have worked passionately to build many bridges between different groups within the faith community.

The Cedar Cliff UMC has had many leaders throughout its years. Today, it is led by Reverend Pamela Grant James, who has inspired many to follow the path of faith and kindness. Reverend James has helped shape our society and is deserving of every bit of recognition for her selfless actions.

It gives me pride to recognize the excellence of the Cedar Cliff UMC and I thank them for servicing the residents of Haledon. I am grateful to represent the Church and its congregation within the 9th Congressional District of New Jersey.

The job of a United States Congressman involves much that is rewarding, yet nothing compares to recognizing and commemorating the achievements of faith communities such as the Cedar Cliff UMC.

Mr. Speaker, I ask that you join our colleagues, and the Cedar Cliff UMC in celebrating their 125th Anniversary and recognizing their leadership, dedication and loyalty to serving the community.

RECOGNIZING PETER H. CRESSY,
ED.D.

HON. TODD C. YOUNG

OF INDIANA

IN THE HOUSE OF REPRESENTATIVES

Monday, December 7, 2015

Mr. YOUNG of Indiana. Mr. Speaker, I rise to recognize and commend Dr. Peter H. Cressy, Ed.D., the President and CEO of the Distilled Spirits Council of the United States on his remarkable career and wish him well as he is set to retire from this position in January.

Dr. Cressy has led an impressive career that includes 28 years of service to our nation in the United States Navy which concluded with his retirement as a Rear Admiral. His leadership roles continued with some of the nation's most prestigious academic institutions, and in government service roles where he held senior positions at the State Department, on Capitol Hill, and the Pentagon.

Dr. Cressy's most recent leadership role at the Distilled Spirits Council of the United States has led to a stronger, more responsible, and transparent industry. Under his leadership the distilled spirits industry has grown both domestically and internationally all while placing an emphasis on and commitment to responsible and transparent practices. This commitment is evident in the industry's advertising and marketing Code of Responsible Practices which has been referenced as a model of responsible industry self-regulation as well as the Council's efforts to work with retailers and wholesalers, universities, and